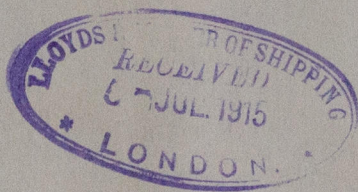


Inboard Propels.

New York & N.B. no ~~159~~ 159
"A.S. Hansen"
ss. Gulf Coast. Thrupt. N° 2239

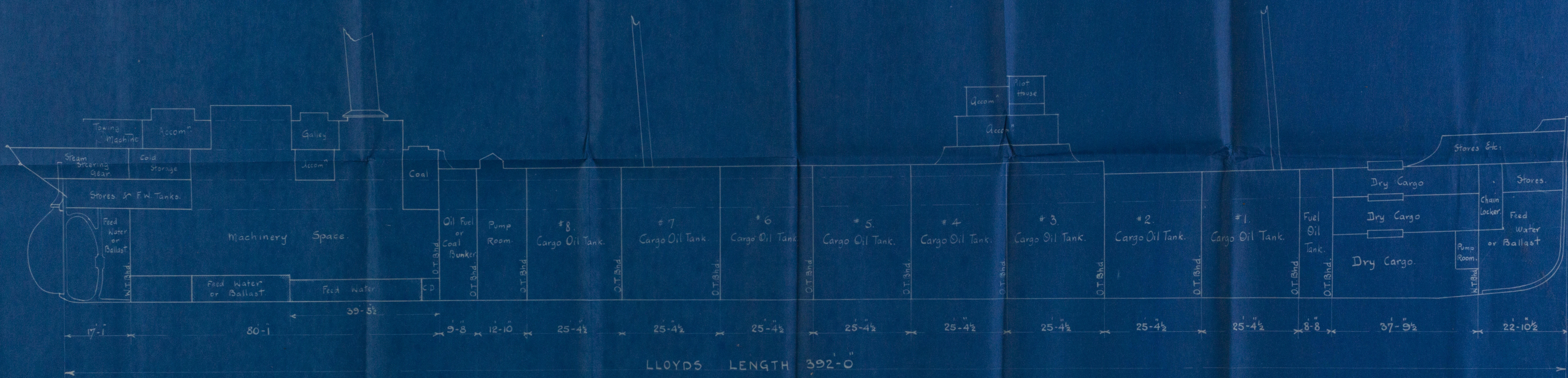


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Lloyd's Register
Foundation

W303-0122

ALTERATIONS.
30 Oct. 11. DISTANCE OF STEP IN DOUBLE
BOTTOM, ABAFT B.R. BH. CHANGED.



Note:- Bulkhead Locations to be taken from this Drawing.
Transverse frames to be taken from DR 125-202-B
in relation to Bulkheads.

Copy Approved
Signature

LLOYDS DIMENSIONS 392' x 51' x 30'-2"

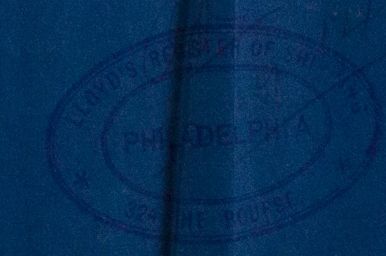
INBOARD PROFILE.
REVISED SUBDIVISION.

SCALE 1/16" = 1 FOOT. MADE BY *W.B.* DATE 25 O. 11
NEW YORK SHIPBUILDING COMPANY.
CAMDEN, NEW JERSEY, U.S.A.

DR 125-202-C.

E. J. Rogers NAVAL ARCHITECT.

- 1 L.I.B. 1
- 2 F.I.B.G. 1
- 3 L.Y.B.H. 1
- 4 F.Y.B.H.C.
- 5 PIERCE
- 6 LAYMAN
- 7-8 J.Y.B.H.C.
- 9 H.O.C.
- 10 B.L.A.K.E.
- 11 LAYMAN
- 12 F.I.B.G. 1
- 13-14 4' 2"
- 15 L.I.B. 1
- 16-17 10' 2"



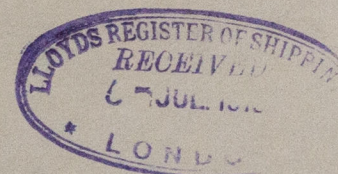
10-22-11

W.B.S. 0122

Lower Deck Forward

New York A.S.B. No 156/7/9

156 - ^{Refast} no. freight "Pha Rpt. No 2160
157 - no. "fulstream" ——— 2167
159 - no. "fulcoast" ——— 2239



159

NEW YORK SHIPBUILDING CO.
CAMDEN, N. J., U. S. A.
BLUE PRINT ROOM

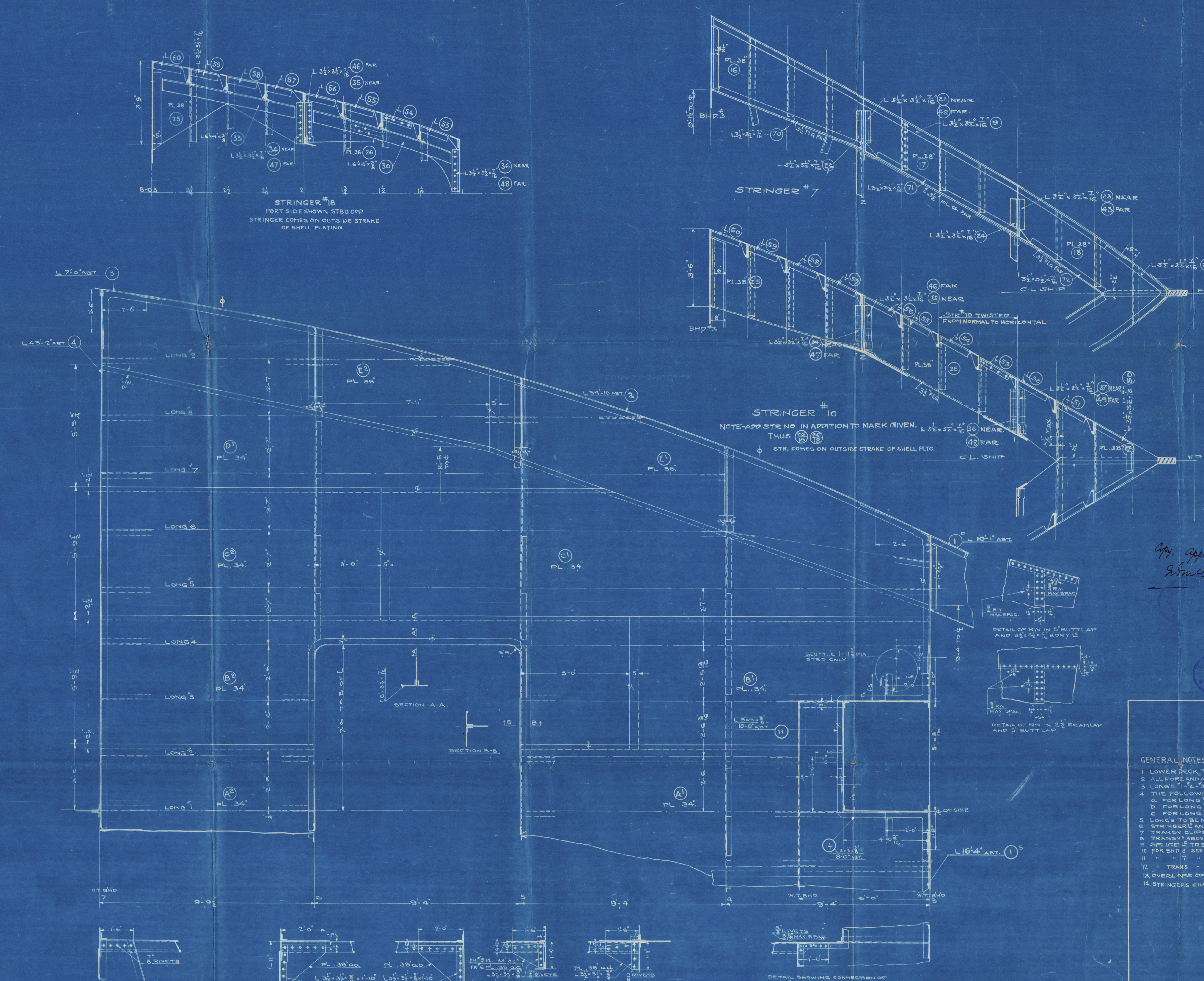
Print No. 61
Made SEP 21 1914
For Dep't LLÓYDS



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8910-911M



DETAIL SHOWING CONNECTION OF LONG #1 TO BULKHEAD OF SHIP. SEE DR. 125-241-2.

BRACKET CONNECTING LONGS 2-3-4-5-6-7-8-9 TO BULK #7.

BRACKET CONNECTING LONGS 1-2-3-4-5-6 TO BULK #3.

BRACKET CONNECTING LONGS 1-2-3-4-5-6 TO TRANSVERSE LONG #2 TO TRANSVERSE LONG #9 TO TRANSVERSE LONG #10.

BRACKET CONNECTING LONG #2 TO PUMPROOM ENCLOSURE. PORT SIDE ONLY.

DETAIL SHOWING CONNECTION OF LONG #3 TO PUMPROOM ENCLOSURE.

SECTION SHOWING BULK ON LONG #11 ON PORT SIDE ONLY. CUT IN WAY OF BULK.

For Conts. 156-157

BLUE PRINTS

PRINT NO.	DEPT.	NO. OF PRINTS	SENT TO	RETURNED
1	DR.	1		
2	DR.	1		
3	DR.	1		
4	DR.	1		
5	DR.	1		
6	DR.	1		
7	DR.	1		
8	DR.	1		
9	DR.	1		
10	DR.	1		
11	DR.	1		
12	DR.	1		
13	DR.	1		
14	DR.	1		
15	DR.	1		
16	DR.	1		
17	DR.	1		
18	DR.	1		
19	DR.	1		
20	DR.	1		
21	DR.	1		
22	DR.	1		
23	DR.	1		
24	DR.	1		
25	DR.	1		
26	DR.	1		
27	DR.	1		
28	DR.	1		
29	DR.	1		
30	DR.	1		
31	DR.	1		
32	DR.	1		
33	DR.	1		
34	DR.	1		
35	DR.	1		
36	DR.	1		
37	DR.	1		
38	DR.	1		
39	DR.	1		
40	DR.	1		
41	DR.	1		
42	DR.	1		
43	DR.	1		
44	DR.	1		
45	DR.	1		
46	DR.	1		
47	DR.	1		
48	DR.	1		
49	DR.	1		
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88	DR.	1		
89	DR.	1		
90	DR.	1		
91	DR.	1		
92	DR.	1		
93	DR.	1		
94	DR.	1		
95	DR.	1		
96	DR.	1		
97	DR.	1		
98	DR.	1		
99	DR.	1		
100	DR.	1		

HULL DEPARTMENT

LOWER DECK PLATING
FORD
SCALE 1/2" = 1'-0". DRAWN BY T. DATE 1-1-14
TRACED BY T. CHECKED BY J. CHIEF DRAFTSMAN W.B.
NEW YORK SHIPBUILDING COMPANY
CAMDEN, NEW JERSEY, U.S.A.
DR. 125-231-1-1
APPROVED J.H.

ALTERATIONS	
NO.	DESCRIPTION
1	LOCATION FOR SCUTTLE AFT OF #3
2	SPICE IS CHANGED TO OVERLAPS
3	STRINGERS 7 10 18 ADDED SET
4	NOTES 13 & 14 ADDED
5	STRINGERS ALTERED TO SUIT LLOYDS
6	LONG # 8 & 9 EXTENDED & BRACKETED TO SHELL
7	FACE L ADDED TO STRINGER #7

NOTE - 1.
1 2-3-4
5 6
7

3 APR 12 JME
10/11/14 JME
3/2/14 JME
16 MAR 14 JME

RIVETING SCHEDULE			
LOCATION	DIA. RIV. IN INCHES	MAX. SPAC. IN INCHES	MAX. SPAC. IN INCHES
LONGS 2-3-4-5-6-7-8-9	3/4	6	4 1/2
DECK STRINGER L TO PLATING	3/4	4 1/2	3 3/4
W.T. BULKHEAD TO PLATING	3/4	5	3 3/4
TRANSV. CLIPS TO PLATING	3/4	4 1/2	3 3/4
FOR OTHER RIVETING SEE DETAILS			
STRINGER #7 SHELL	3/4	5 1/2	4 1/2
CLIP L TO STR. PL. #7	3/4	7	5 1/2
FACE L TO STR. #7	3/4	7	5 1/2

- GENERAL NOTES
1. LOWER DECK TO BE WATER TIGHT
 2. ALL FORD AND AFT DIMENSIONS GIVEN TO F.R. LINE
 3. LONGS 1-2-3-4-5-6-7-8-9 6" x 3" x 1/2"
 4. THE FOLLOWING ASSEMBLY MARKS TO BE USED IN BILLING LONGS:
a. FOR LONG 1 - d FOR LONG 4 - h FOR LONG 7 FOR F.R. TO BE
b. FOR LONG 2 - f FOR LONG 5 - k FOR LONG 8 USED IN ADDITION TO LETTERS
c. FOR LONG 3 - g FOR LONG 6 - m FOR LONG 9 GIVEN THIS IS
5. LONGS TO BE MARKED WITH THEIR NO. OVER FORD AND AFT F.R. NO. THUS
6. STRINGERS AND BULKHEADS 3 1/2" x 3 1/2" x 1/2" EXCEPT WHERE MARKED
7. TRANSV. CLIPS TO LOWER DECK 3 1/2" x 3 1/2" x 1/2" EXCEPT WHERE MARKED
8. TRANSV. ABOVE LOWER DECK CONNECTED TO LOWER DECK BY DBL. 3 1/2" x 3 1/2" x 1/2" CLIPS
9. SPICE L TO BE AT LEAST 1/2" LONG - FOR CONT. 125.
10. FOR BULK 3 SEE DR. 125-241-12
11. " " " 125-241-13 FOR CONT. 156-241-13.
12. " TRANS " 125-251-3-3 " " PR. 156-251-3-3.
13. OVERLAPS OF BULK L TO BE NOT LESS THAN 12" AND TAKE 4 RIVS. - FOR CONT. 157
14. STRINGERS CHANGED TO 251-3

Midship Section

New York S.B.C. No. 18-159

A.S. Haren.
S. Gulf Coast

Pha. Report No. 2239.

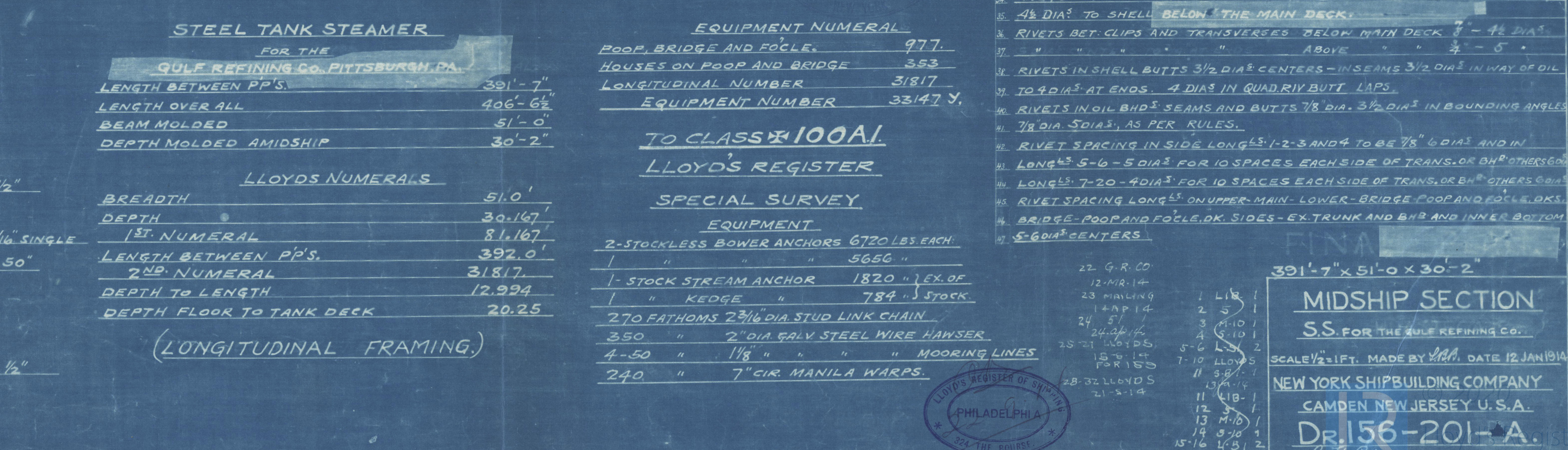
NEW YORK SHIPBUILDING CO.
CAMDEN, N.J., U. S. A.
BLUE PRINT ROOM

Print No. 31
Made SEP 21 1914
For Dep't 2 LOYDS



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Lloyd's Register
Foundation



PHILADELPHIA.

New York CB Co

Contract No 159

3 Main Boilers W.P. 190th #

Duplicate of No 156

ss. Gulphean Phil report. n. 2167

No 70
LLOYD'S Test
285th
2.19.15. R.H.

Phil report. No 2239
"A.S. Hansen."
ss Gulf coast^{ex}



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Lloyd's Register
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W303-0124

Duplicate ^{Boilers} ss Gulfstream
Rpt No 2167

PHILADELPHIA.

New York SB &

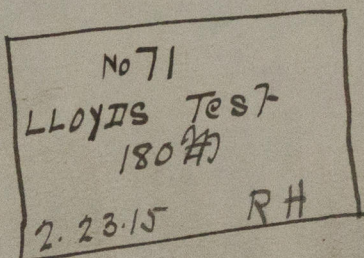
Contract No 159

"A.S. Hansen"

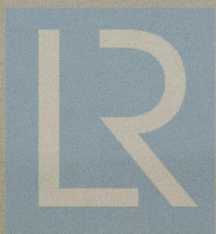
ss Gulfcoast-ex

Donkey Boiler

W.P. 120th



Phil report- No 2239



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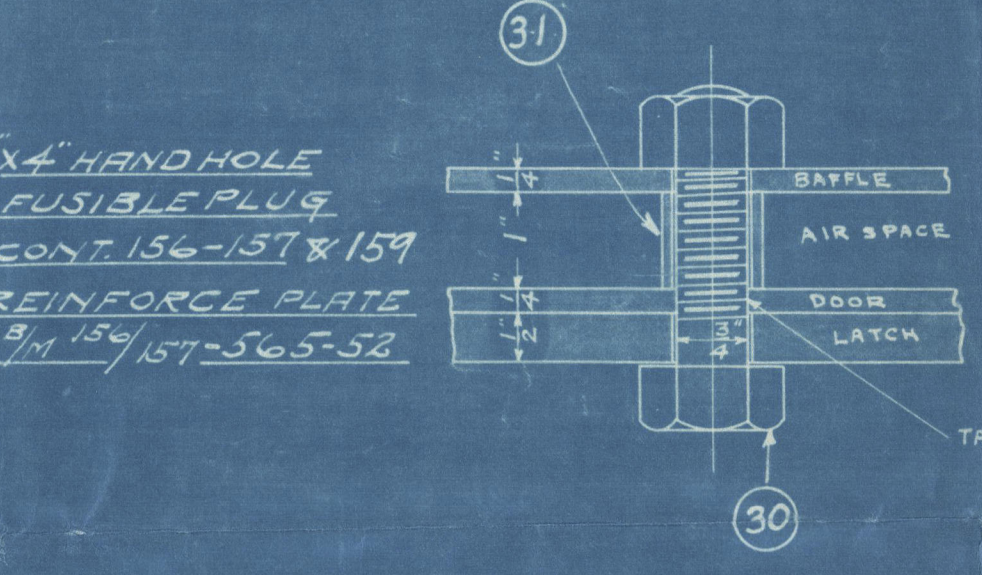
Lloyd's Register
Foundation

CONSTRUCTED UNDER THE RULES OF THE BOARD OF SUPERVISING INSPECTORS
DEPT OF COMMERCE & LABOR & LLOYDS REGISTER.
FOR 120 LBS WORKING STEAM PRESS.

HEATING SURFACE	
TUBES	107.6 #
FIRE BOX	19.1 #
TOTAL H. S.	126.7 #
GRATE SURFACE	4.3 #
RATIO $\frac{H.S.}{G.S.}$	29.4
CALORIMETER	1.03 #
RATIO $\frac{H.S.}{CAL}$	4.1
EVAPORATION 50 LBS. WATER PER SQ. FT. OF GRATE PER HR.	

LLOYDS RULES

$$\text{PLATE \%} = \frac{2.28 - 687}{2.28} \times 100 = 69.8\%$$
$$\text{RIVET \%} = \frac{2 \times .306 \times 85}{2.28 \times 312} = 73.1\%$$



REINFORCE PAD EXPANDED.
BENT TO SUIT CURVE OF BOILER.

TITLE

ENGINE DEPARTMENT

AUXILIARY BOILER 2 E 10 INSIDE DIA.

BUT 6 FT HIGH. 120 LBS PRESS.

SCALE 1/8" = 1'-0" DRAWN BY EES DATE 6 JAN 67

TRACED BY EEB CHECKED BY CAL CHIEF DRAFTSMAN PWY

NEW YORK SHIPBUILDING COMPANY,
CAMDEN NEW JERSEY, U.S.A.

DR # 125-6411

APPROVED: _____

CHIEF ENGINEER